

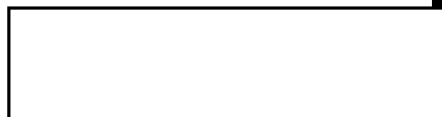
PHOTOGRAPHIC INTERPRETATION REPORT



[REDACTED]

NEW FACILITIES AT THE  
BULYZHINO, RECHITSA, AND  
BORISOGLEBSK SENSITIVE  
OPERATIONS COMPLEXES  
USSR

Declass Review by NIMA/DOD



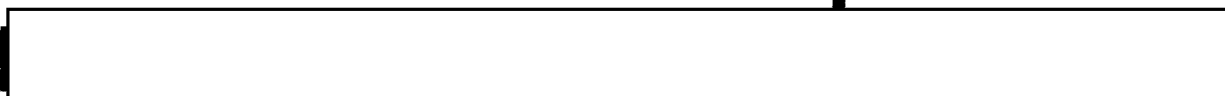
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GROUP 1 EXCLUDED FROM  
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## NEW FACILITIES AT THE BULYZHINO, RECHITSA, AND BORISOGLEBSK SENSITIVE OPERATIONS COMPLEXES, USSR

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### INTRODUCTION

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This report updates [ ] information on the Bulyzhino and Rechitsa Sensitive Operations Complexes and [ ] information on the Borisoglebsk Sensitive Operations Complex (Figure 1). 1/ These complexes are near the following towns and at the following coordinates: 5.5 nautical miles (nm) southwest of Bulyzhino at 56-13N 28-18E, 12 nm northwest of Rechitsa at 52-27N 30-04E, and 6 nm west of Borisoglebsk at 51-24N 41-57E. This report is based principally on [ ] [ ] photography, and the interpretability of that photography is fair. [ ] [ ] photography was also used, but the interpretability of that photography was poor. The principal changes observed at the complexes include the construction of 3 similar heliports and 3 new drive-through buildings. Up to the present time, the existence of a helicopter pad has been confirmed at only one of the 11 sensitive operations complexes. One pad has been observed at the Berezovka complex, and a probable pad has been observed at the Golovchino complex. 1/

### BULYZHINO SENSITIVE OPERATIONS COMPLEX

A heliport is nearing completion just off the southwest end of the Rail Facility and approximately 1,600 feet west of the traveling bridge crane (Figure 2). The heliport is T-shaped, and a helicopter pad is situated at each end of the crossbar and at the base of the

stem. The configurations of the pads are similar, but the size of each pad is different (Figure 3). If straight lines were drawn between the centers of the pads, they would form an equilateral triangle having sides 460 feet long. The road which will serve the heliport is an extension of the road serving the bridge crane and is still under construction. According to an unclassified Soviet publication on helicopter facilities, the design employed in the construction of the Bulyzhino heliport is similar to a standard Soviet plan for use by MI-1 (HARE) helicopters at airports (Figure 4). 2/ In this plan one pad serves as a landing and takeoff platform, 2 pads serve as helicopter stands, and one serves as a mooring platform. The Bulyzhino heliport (Figure 3) is approximately 3 times larger than the heliport shown in the Soviet plan (Figure 4). No pad has been built exclusively for landing and takeoff; however, each pad probably could accommodate all types of helicopters, including the MI-6 (HOOK).

A re-examination of the [ ] photography of the complex revealed that preparation for the construction of the heliport was under way at that time. Two parallel rectangular areas had been graded and were connected in the middle by a narrow graded strip.

A second drive-through building has been constructed inside the Operations Area and approximately 3,150 feet west of the intersection of the central service road and the loop road. The building is approximately 90 by 75 feet and is served by a loop road. Whether it is separately secured cannot be determined from the photography.

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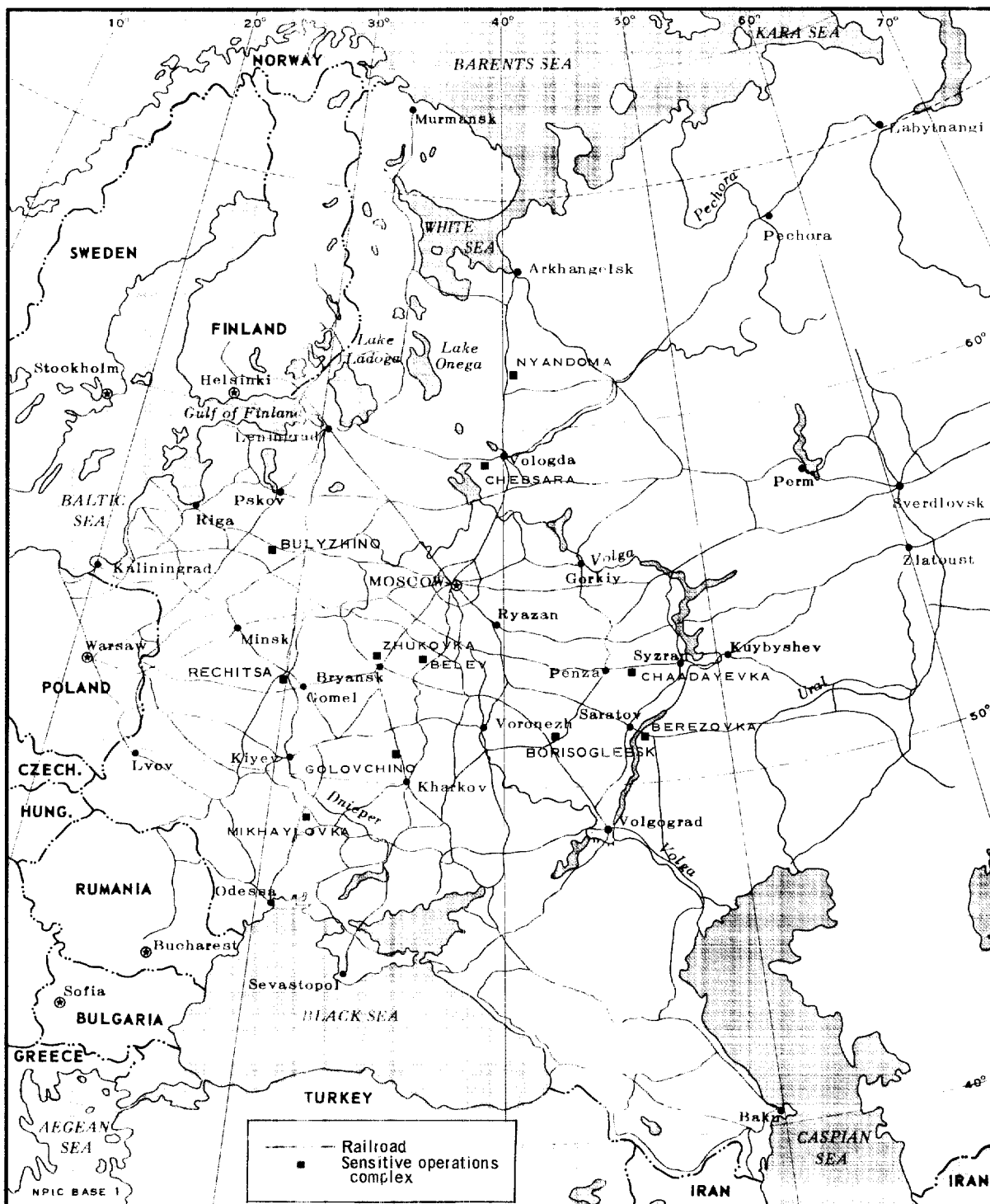


FIGURE 1. LOCATION MAP.

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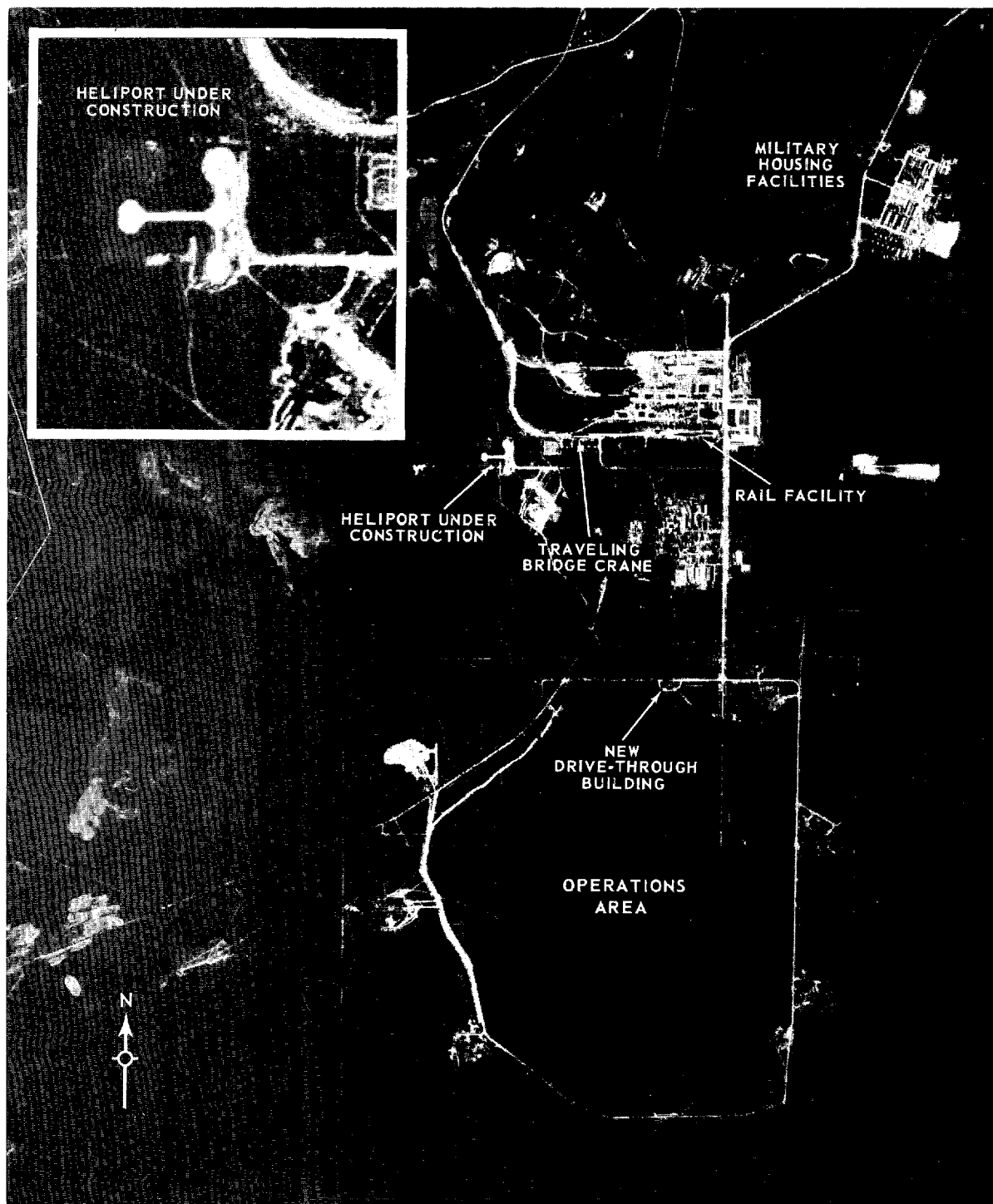


FIGURE 2. BULYZHINO SENSITIVE OPERATIONS COMPLEX

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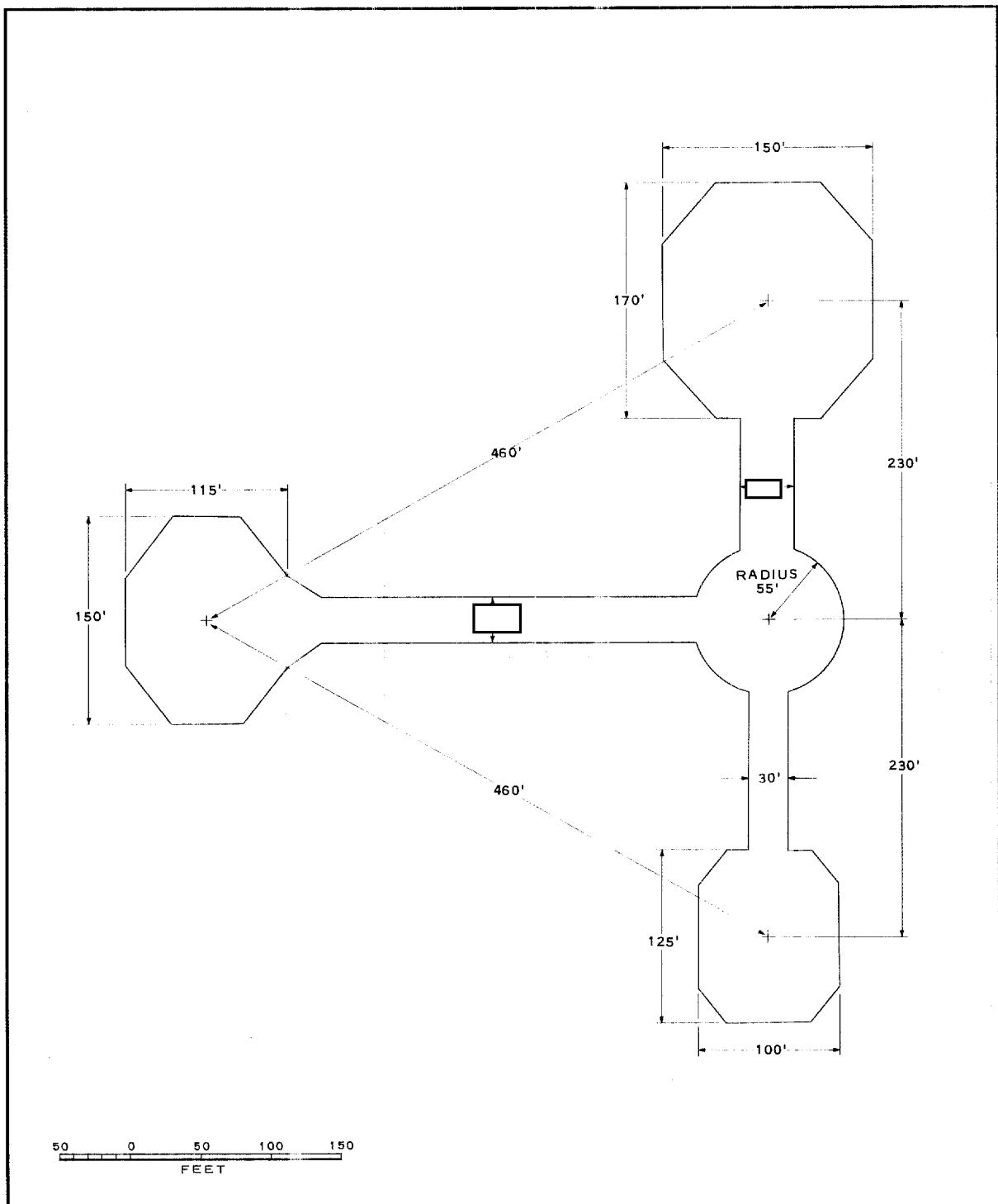


FIGURE 3. LAYOUT OF THE HELIPORT AT THE BULZHINO SENSITIVE OPERATIONS COMPLEX.

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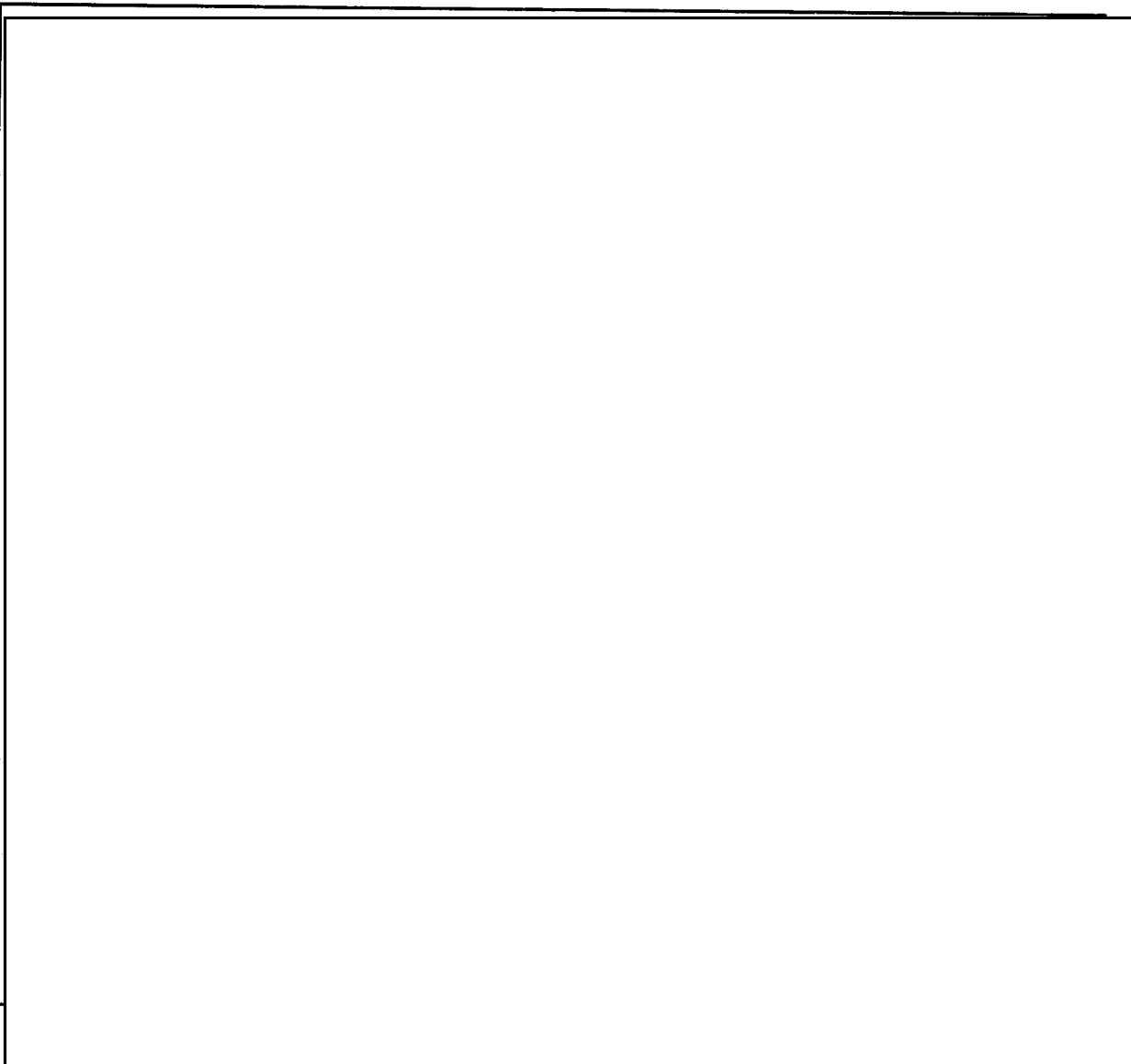
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### **RECHITSA SENSITIVE OPERATIONS COMPLEX**

A heliport is nearing completion about mid-way between the Rail Facility and the Maintenance Area and on the east side of the central service road (Figure 5). It will probably be identical to the heliport at Bulyzhino. In   2 rectangular clearings connected by a

narrow clearing were observed at this site.

A second drive-through building, identical to the one observed at Bulyzhino, has been constructed inside the Operations Area. The building is approximately 500 feet west of the intersection of the central service road and the U-shaped road serving that area. The new building is served by a loop road.

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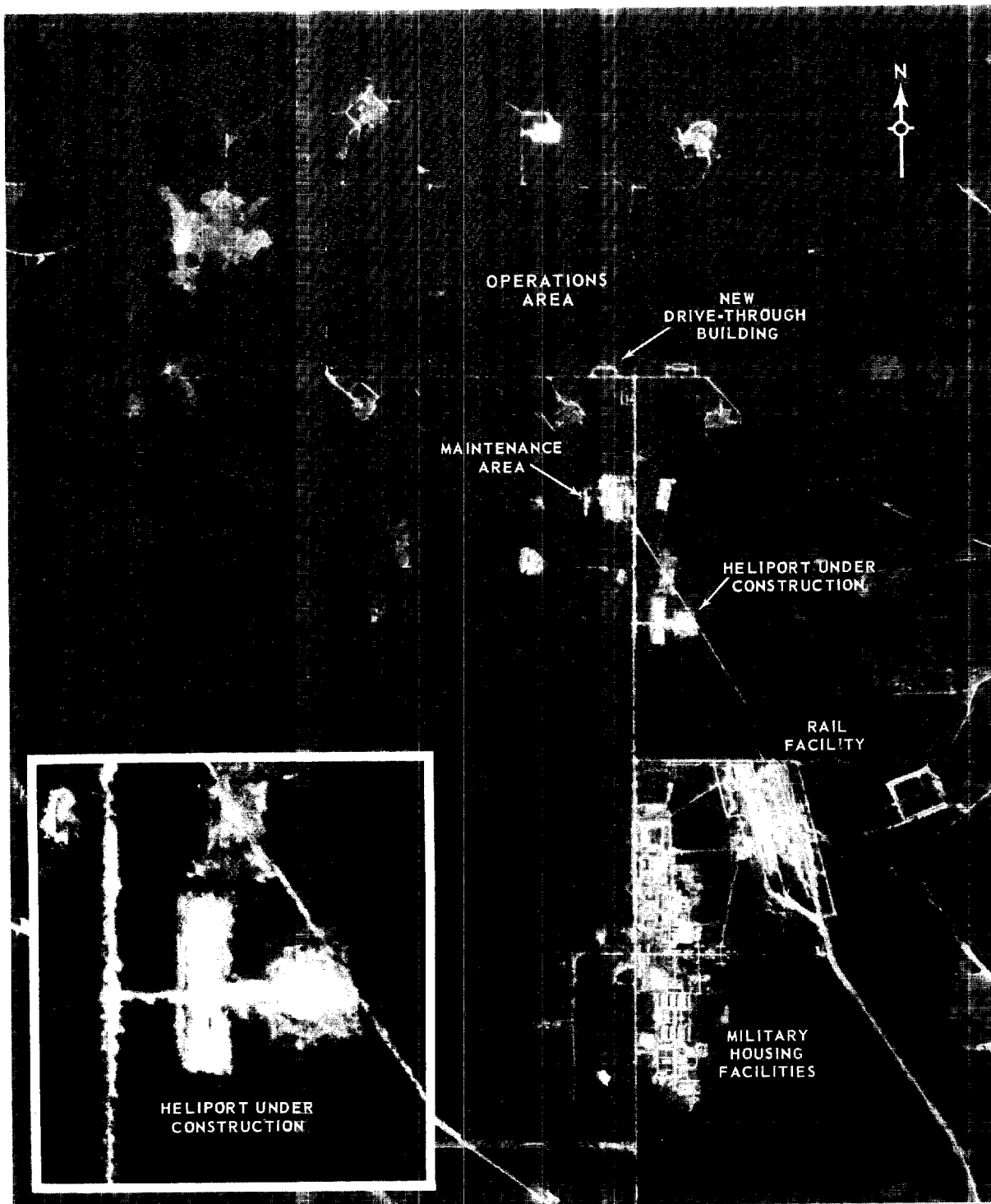


FIGURE 5 RECHITSA SENSITIVE OPERATIONS COMPLEX,

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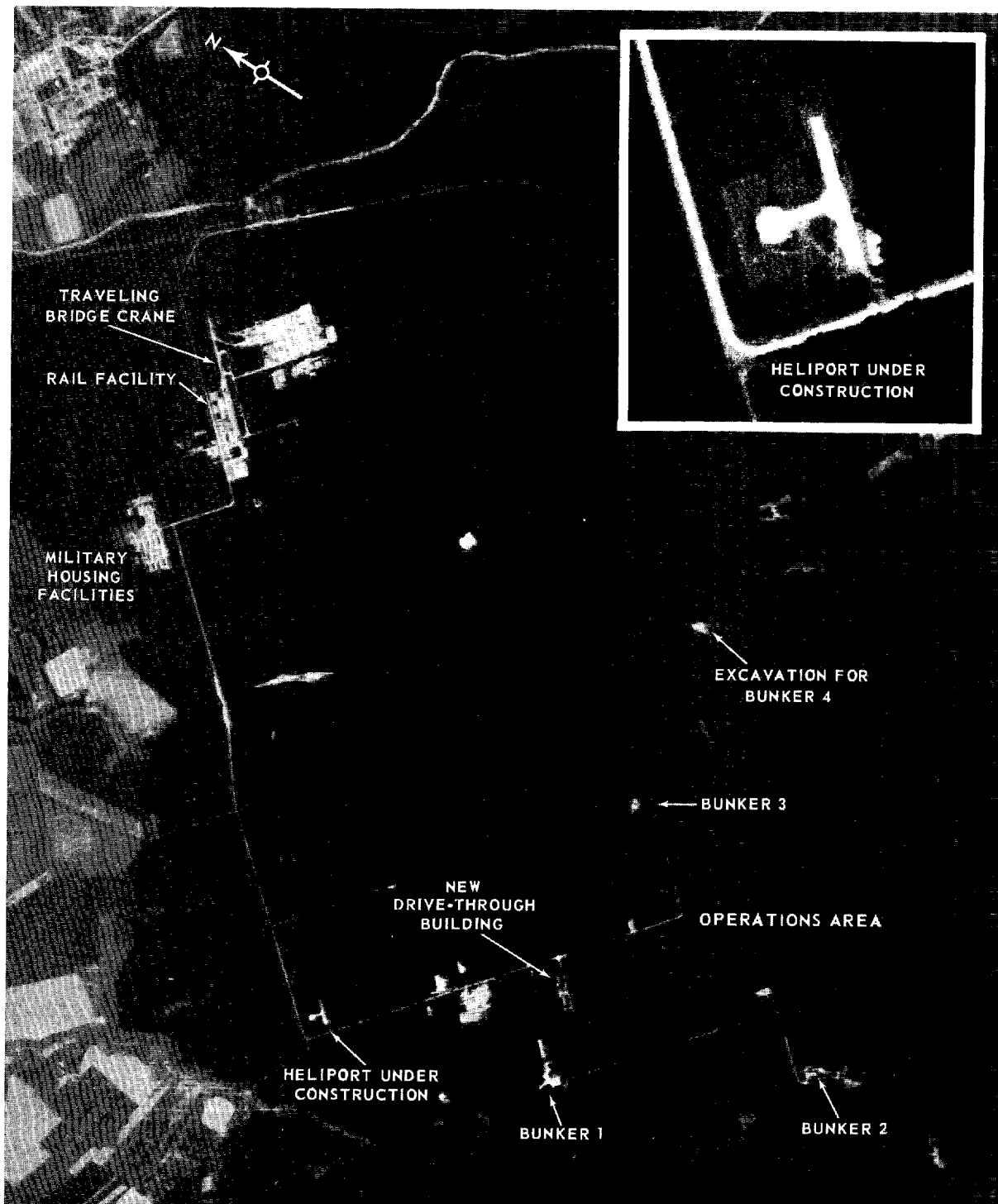


FIGURE 6. BORISOGLEBSK SENSITIVE OPERATIONS COMPLEX,

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## BORISOGL EBSK SENSITIVE OPERATIONS COMPLEX

A heliport is under construction near a 90-degree turn in the central service road and approximately 7,000 feet northwest of the Operations Area (Figure 6). The heliport is T-shaped and consists of one pad situated at the end of the stem, taxiways, and roads. No grading for additional pads is evident. All roads and taxiways have been paved with concrete.

In the Operations Area Bunker 1 has been completed and earth covered; Bunker 2 has been completed but not earth covered; and construction continues on Bunker 3. The excavation for Bunker 4 has been cut to shape. The bottom

of the excavation has been leveled, but construction has not started. A second drive-through building has been constructed immediately northeast of the existing high-bay drive-through building in the Operations Support Facility. The new building is smaller than the existing structure, and it is served by a loop road. The loop road was probably completed by [REDACTED]

[REDACTED] holes for the footings of the vertical framing members of a traveling bridge crane were observed at the northeast end of the Rail Facility. [REDACTED] the vertical members and horizontal rails were in place, but the crane itself had not been installed. The crane was complete by [REDACTED]

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## REFERENCES

## DOCUMENTS

1. NPIC. [REDACTED] *Sensitive Operations Complexes, USSR*. Jul 55 (TOP SECRET [REDACTED])
2. Goretzkiy, Leonid Ignatyevich. *Proyektirovaniye i Stroitelstvo Vertoletnykh Stantsiy* (Planning and Construction of Heliports), Izdatelstvo Literatury Po Stroitelstvo (Publishing House for Construction Literature), Moscow, 1964 (UNCLASSIFIED)

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## REQUIREMENT

CIA. C-DI5-83,030

## NPIC PROJECT

11251/66 (partial answer)

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